

## LETTER IN THE ROAD 37 YEARS

Missive Mailed in Paris in 1871 Has Just Been Delivered.

CITY BESIEGED AT THE TIME

INTERESTING FACTS CONCERNING STAMPS COME TO LIGHT.

(Special to The Herald.)

Washington, March 9.—The recent discovery of a letter mailed in Paris during the siege in 1871, and its delivery to the person addressed, has invited attention to the part performed by postage stamps during sieges and the ingenious methods and devices employed by people in communicating with relatives and friends.

During the siege of Paris innumerable schemes were tried, but every one failed, except the pigeon post system, and this was successful only occasionally. Nearly every courier dispatched with letters was captured and the mail destroyed. Numerous and persistent efforts were made to transport mail by means of balloons, but in practically every case there was failure. Every conceivable scheme was employed to get dispatches in and out of Paris by means of floating balloons on the Seine river, in the form of logs, corks, glass and metal balls and cylinders. French postoffice department actually went so far as to give notice that letters would be received by balloons to the value of about \$1. for transmission under water in airtight globes about the size of a small football. Of this sum one franc went to the government and 50 cents, or four francs, to the inventor. But few of the globes ever reached their destination, but stamps which franked such letters are in existence and are considered very valuable, especially by French collectors.

"Mafeking Stamps."

The most recent "besieged" stamps were those issued in 1900 by the British army in South Africa, during the siege of Mafeking. The stamps are known among collectors as "Mafeking stamps." There were two types of these emergency postal labels—one known as the Baden-Powell stamp, which appeared on a piece of blueish-white paper, with the words, "Postage here," and the other, the second type, which was somewhat more elaborate, representing a messenger on a bicycle, with a mail bag over his shoulder. These stamps were used during the absence of regular issues and because of the necessity for their use are included in catalogues and regarded as legitimate postage stamps, although never authorized by the British government. They are very rare stamps and readily sell at prices ranging from \$10 to \$20 each.

Strike Issue.

A stamp quite similar to the "Mafeking" was issued privately in 1904 by parties in San Francisco, during the great railroad strike, and its delivery in communication between San Francisco and Fresno was out of the question. The need of an enterprising firm of bicycle messengers to establish a bicycle post. A diamond-shaped stamp, printed in green ink on white paper, was issued. The illustration depicted a boy on a bicycle humping himself across a desert region, with mountains in the distance. Above the scene, which was in an oval, are the letters "A. R. U." and below, the word "strike." "Fresno and San Francisco Bicycle Mail Route." In the corners, "25" and "cets."

Delivered by Bicycle.

One of these stamps, for which a person paid 25 cents, affixed to a letter and placed in the box of the bicycle messenger, insured its delivery in short order in San Francisco or Fresno. At either of these points the letter was placed in the bicycle messenger's hand, and the messenger, having previously affixed a United States 2-cent stamp thereto. A regular time schedule was arranged and by means of relays of wheelmen the letter of about 100 miles was covered in seven or eight hours. This service was maintained for a number of days and was gladly made use of by the people much advertising on the bicycle company. It was not profitable so far as receipts from the sale of stamps was concerned. While these stamps were sought as curiosities, they were not generally collected by philatelists, not being regarded as postage stamps.

"Pigeongram" Postal Service.

In 1893 a "pigeongram" postal service was established between the island of New Zealand, which is a British colony having regularly governmentally-issued stamps, and the mainland of New Zealand, some miles distant. On account of the irregularity of steamer service private persons established a service by which letters were transported by carrier pigeons. Tiny stamps were printed and sold to the public in two denominations, 6 pence and 1 penny. Letters bearing one of these stamps were delivered either in New Zealand or in Great Britain in short order. The stamps were regarded as speculative and were not generally collected by philatelists. Stamp collectors have become very shy of all issues of stamps gotten out for profit and will have nothing to do with stamps not issued by governments or by government order, and even governmentally issued stamps are tabooed unless a reasonable demand for their issue exists.

Hear the Anderson Piano before buying. No. 7 So. Main.

## SIXTEENTH ANNIVERSARY SALE OF "MONEY-BACK" SHOES

For one week only, reduction of 10 to 50 per cent.

Nothing reserved. It includes all Spring Shoes and Oxfords.

DAVIS SHOE CO.

## Ogden News

Office 410 Twenty-Fifth Street.

Ogden, Monday, March 9.

## GUESSING AS TO REAL PURPOSE

Browning Bros. Secure Power Rights in Willard Creek Canyon.

Considerable speculation is rife with regard to the intentions of Browning Bros. in securing the rights to the power of Willard creek in Willard canyon, sixteen miles north of here. The deal was consummated during the past week and the general impression was at that time that the purpose was to furnish light for what is known as block 25 in Ogden City. This is doubted by many people who believe that it is the intention to use the power for lighting the Utah Hot Springs and furnishing electrical power for the Ogden and Northwestern interurban line.

Franchise Doubtful.

It is argued that in order for the Browning to construct a transmission line into the heart of the city, where the block in question is located, it would be necessary for the company to obtain a franchise from the city and that it is extremely doubtful if the council would give permission to any corporation to franchise from the city and light and power for a block which is considered a better paying proposition than any four other blocks in the city. In any event it is held that such a company could not afford to pay an occupation tax such as would be demanded for a franchise and be able to operate a plant at a profit.

Another argument in connection with the same proposition is as to what the Utah Light & Railway company would do in the event of the Browning's securing commission to construct a line and furnish power for this block. It is stated that it is extremely doubtful if it would stand idly by and permit some one to take from them such a valuable piece of territory. It is held that rather than to submit to this the company would most likely be willing to furnish electricity and light to the block without cost and that it could maintain such a stand for at least ten years without incurring itself to any great extent.

Eccles Interested.

Some of those who have studied the question since it was reported that the Browning's intended coming into the city, state that the Eccles interests are behind the movement. In support of this contention the fact is pointed out that the Utah Light & Railway company recently secured a commission from the Ogden Rapid Transit company, an Eccles concern, to furnish power for its lines for a period of seven years. The same interests control the Ogden and Northwestern line, which has recently been electrified. But this system was not included in the contract. It is held that the Browning's people have been furnishing the power for this road, also independent of any contract and upon virtually the same basis upon which power is supplied for the operation of the Ogden street car line.

The Browning's have announced that it is their intention to build a power house in the mouth of Willard canyon. This location is in the neighborhood of eight miles north of the Hot Springs, the terminal of the Ogden and Northwestern line. Should it be the purpose to furnish power for that road all the transmission line that it would be necessary to build would be to cover the eight miles which could be done at a very moderate cost. It is also intimated that the securing of power to cover the 100 miles which is the purpose, in that it would prevent any line from securing the same to operate a line between the city limits of Ogden and Brigham City. The Browning's are non-communative with regard to the proposition.

FUNERAL THIS AFTERNOON.

Bishop Ensign Will Conduct Services for Oscar W. Browning.

The funeral of Oscar W. Browning, who died of Bright's disease Saturday, will be held at 2 o'clock this afternoon at the First ward meeting house. The services will be presided over by Bishop D. H. Ensign. The members of Nichol's concert band will attend the services and will discourse music from the home of Chief of Police Browning. The brother of the deceased, to the meeting house and then to the City cemetery, where burial will be made. The Woodmen of the World will conduct a short fraternal service at the house and also at the grave.

New Dam Permanent.

At a cost of about \$1,000 the Wheelwright Construction company has completed a dam which forms a part of the intake of the North Ogden canal, located just below the salt marsh near the mouth of Ogden canyon. Ever since the Utah Light & Railway company began taking the water from the Ogden river at the head of Ogden canyon it has been giving the North Ogden Irrigation company back its share after the water has passed through the power house. For this purpose it was necessary to maintain a dam which heretofore has been necessary to reconstruct every year. Recently an agreement was reached between the two companies whereby the railway people were released from caring for the dam and the irrigation company would pay \$500, or one-half of the cost of constructing the concrete dam, which is supposed to be indestructible.

Less Tourist Travel.

Official comparison of the amount of tourist travel this year as compared with what it was a year ago shows that there has been a decrease of 30 and 40 passengers less a day through this point. Railroad people announce that they do not expect the travel to come anywhere near what it was a year ago and in years past.

Funeral of Frank McGovern.

The funeral of Frank McGovern, who was killed in the Ogden yards February 9, was held at 2 o'clock yesterday afternoon at the Larkin funeral chapel, and was well attended. The rites of the Catholic church were performed over the body by Rev. Father Ryan of St. Joseph's Catholic church. Burial was made in the City cemetery.

Services at Tabernacle.

Professor W. M. McKendrick delivered an address at the tabernacle yesterday afternoon on "Sacrifices of the Savior." The edifice was filled to its capacity. A special musical program was rendered by the tabernacle choir, with Miss Tillie Hancock and Mrs. Mary Farley as soloists.

Death of Charles H. Lyman.

Charles H. Lyman, a familiar character of Ogden, died at his room in the Bennett block suddenly yesterday afternoon from heart trouble. He was 68 years of age and had been in Ogden for a long time. Recently he was employed as a runner for the Healy hotel. He had a wife and daughter in Fort Wayne, Ind., and another daughter living in Detroit. Funeral arrangements will not be made until his relatives are heard from. He was a member in good standing of the I. O. O. F.

In the Eyes of the Wife

Vienna Bakery Bread is always the best. Ask your grocer.

## FIGURES ON THE JAPANESE NAVY

More Than Twice Number of Battleships Since War With Russia.

NAVAL BUDGET ENORMOUS

FINANCIERS AND BUSINESS MEN AGAINST THE PROGRAM.

Tokio, March 8.—Some reliable figures are now to hand showing the present strength of the Japanese navy compared with its strength when the war broke out. Details are appended, but the totals may be briefly stated, viz: 157 vessels of all descriptions, representing a tonnage of 233,742 tons, before the war, and 294 vessels, and 315,982 tons, at the present time. The figures show that Japan today possesses more than twice the number of battleships she had before the war, a third as many armored cruisers, three more other cruisers, and five times as many destroyers, but three fewer torpedo boats. Her naval losses during the war included two battleships, the Hatsuse and Yashima; eight cruisers, the Takachiho, Yodomo, Miyako, Hieiye, Atago, Oshima and Kaimon; two destroyers, the Akatsuki and Hayatos; seven torpedo boats, or a total of nineteen vessels and 46,616 tons.

Captured From Russia.

On the other hand, as against the two battleships torpedoed by the Russians, the Japanese bagged at Port Arthur and in the battle of the Japan sea five battleships representing 62,324 tons, that is, the Orel, now named the Iwami; the Peresvet (Sagami), Poltava (Tango), Retvisan (Hizen) and Pobieda (Sue). In addition there were taken eleven unarmored cruisers (12,726 tons), five destroyers (1,740 tons), or a total of twenty-one vessels, representing 135,540 tons. Thus the net gain, without further building on Japan's part, is seen to be two in number and \$8,924 in tonnage; the discrepancy between these divisions being due to the fact that Japan's chief gains were in battleships and cruisers.

Enormous Naval Budget.

Critics of the expansion program are naturally asking why, in the face of these figures, which indicate an advance of fully 90 per cent, including new construction, the government would still persist in making appropriations for the army and navy more than 35 per cent of the total national expenditure for the next fiscal year. Leading financiers and business men do not hesitate to point out that so long as the above disparity is maintained the country must expect to invite foreign distrust, while forthcoming attempts to negotiate a new loan are likely to encounter no small opposition. If successful will prove so only at the cost of a sacrifice of prestige in the shape of some form of hypothecation.

Vessels of Japanese Navy.

The following figures are given: Strength when the war commenced: Battleships, six, 54,652 tons; armored cruisers, eight, 73,882 tons; other cruisers, forty-four, 11,470 tons; destroyers, nineteen, 6,150 tons; torpedo boats, eighty, 7,719 tons; total, 157 ships; 233,742 tons. Built during or since the war: Battleships, four, 71,300 tons, viz: The Katori, Kashima, Aki and Satsuma, the last three of which are receiving their armaments. Armored cruisers, four, 56,700 tons, viz: The Tsukuba, Ikoma, Kuruma and Ibuki, the last two of which are now receiving their armaments. Other cruisers, five, 7,006 tons, viz: The "Mon, Yodo, Mogami, etc., all of which are under construction or receiving their armaments. Destroyers, thirty-three, 12,573 tons. Torpedo boats, five, 760 tons. Total, fifty-one, 148,539 tons. Present force: Battleships, thirteen, 191,381 tons. Armored cruisers, twelve, 130,683 tons. Other cruisers, forty-seven, 165,552 tons. Destroyers, fifty-five, 20,508 tons. Torpedo boats, seventy-seven, 7,258 tons. Total, 204 ships, 515,082 tons.

The unarmored Russian cruisers captured have been renamed as follows: Nikolai I. (Iki), Bayan (Asio), Pallada (Tsugurui), Varyag (Kagura), Apollin (Okishima), Senjavin (Mishima), Novik (Suzuya), to be used as one of the training squadron at Yokosuka; Marjuria (Manshu), Angara (Anegawa), Kazan (Kanzaki) and Sungari (Matsuyama).

The five Russian destroyers captured have been renamed as follows: Reshiteli (Yamihiko), Viedoti (Satsuki), Silnui (Punizuki), Gandamak (Shirami), Vostok (Makigumo).

LOCAL BRIEFS

MR. DINWOODIE IN CORONADO.

A. Dinwoodie is spending the early part of March at Coronado Beach.

L. R. MARTINEAU RETURNS.—L. R. Martineau has returned from a business trip to Los Angeles.

RETURN FROM ALABAMA.—Mrs. A. E. Cline and children returned Sunday from Los Angeles, where they passed the last two weeks.

FOR PLEASURE TRIP.—Mrs. A. P. Barnes, her sister, Mrs. John Sheriff, and the latter's daughters, Clara and Edna, have just returned from a pleasure trip to Los Angeles, Long Beach and Catalina Island.

GIVES WHIST PARTY.—Miss Annie Park entertained a number of her friends at a whist party Sunday at the home of her aunt, Mrs. Aaron Cline, 559 East Fifth street. Prizes were awarded to Nellie Stone and Miss Pearl Horne. Refreshments were given.

FALLS IN PAINT.—William Hyde, a miner from Goldfield, fell in a shaft yesterday afternoon in front of the Claret building house, East First street, where he was staying. He was taken to the Latter-day Saints' hospital. There it was found that the man was suffering from pulmonary trouble.

PRESIDENT KERR IN TOWN.—W. J. Kerr, president of the Oregon Agricultural college, spent a few hours in Salt Lake yesterday on the way home from the east to Corvallis. President Kerr had been in the east for some time, whom to strengthen the faculty of the Oregon institution. He expressed himself as pleased as much pleased with the treatment he has received in Oregon.

Midgley-Bodol Co., 33 East First South, are showing a large line of New Wall Papers.

At 10c per roll and up.

Wall Paper.

Have it done this month. We will make it at money-saving prices.

W. A. DUVALL, 110 W. 24 South.

Both 'phones.

## CHINESE RUPEL SHOULD ASIDE

Has No Rights in Manchuria Japan is Bound to Respect.

ABUSE OF POSTAL SYSTEM

RUSSIA A PARTY TO SUCCESS OF THE JAPANESE.

Pekin, March 9.—China's activity to recover full sovereignty in Manchuria has aroused the Japanese to opposition. Japan has raised the standard of her postal officers, increased the effectiveness of her postal system, which is one of the Japanese government's special instruments of aggression, and is harassing the imperial Chinese post by such means as the following: Japan refuses China certain postal privileges on the south Manchurian railways to which she is entitled, has broken open Chinese mail bags, secretly confiscated one mail bag and contents, and conducts a parcels post over her railways, while refusing to carry the parcels of the Chinese post.

Trying to Compete.

China has been aware for some time past that Japan was using her department of communications to extend her authority in Manchuria. Japan substituted for her national post when it was withdrawn at the time of the evacuation a complete postal establishment under a postal commissioner of the imperial Japanese post who resides at Dalian. China's method of combating this aggression is to demand the re-establishment of her own posts, which were disorganized by the war. The number of postoffices was increased from forty-three to eighty-four and will be further increased to 150 by April, 1909. China has not so far had the temerity to mention her natural rights in Manchuria on account of the menace which the Japanese government holds over her. And since it is impossible to oust Japan, China's only remaining weapon is competition.

Russ-Japanese Compact.

Russia has been a party to Japan's success in her postal policy. The warfare between the Chinese and Japanese postal services began immediately after the evacuation of the Russian and Chinese troops. Shortly after that China discovered that Japan and Russia had made a secret compact by which the imperial Chinese postoffice was excluded from the through mail traffic between Europe and the East by way of Siberia and Manchuria. The mails from Europe are received by the Japanese imperial postoffice in the heart of Manchuria and are delivered by the same postoffice to addresses in Chinese cities. Russia, naturally, has the right to ignore China in these matters because Russia was not a member of the international postal union. Japan reciprocated Russia's delivery of European mails by delivering all European-bound mails to her. China then notified the postal union office at Bern that she would come into the union at the next congress, which meets in 1911.

Chinese Seek Modus Operandi.

She has since been seeking a modus operandi with Japan that would safeguard her sovereign postal and telegraph rights. In Japan Japan submitted preliminary proposals for a modus operandi for a postal convention. It was regarded as impossible in its conditions, but was submitted to the foreign legation in Peking. In it Japan asks for the consolidation not only of her present postal and other communications in Manchuria, but for the enactment into permanent rights of certain postal rights in Japan. China has since been seeking a modus operandi with Japan that would safeguard her sovereign postal and telegraph rights. In Japan Japan submitted preliminary proposals for a modus operandi for a postal convention. It was regarded as impossible in its conditions, but was submitted to the foreign legation in Peking. In it Japan asks for the consolidation not only of her present postal and other communications in Manchuria, but for the enactment into permanent rights of certain postal rights in Japan.

AMUSEMENTS.

Theodore Loreh certainly has a strong hold on the affections of the patrons of the Grand. This has been demonstrated time and time again in the past. Last evening it was demonstrated again. Proof of this was given in the presentation of the applause that attended the performance of the final climax—the surprise of the hero and the marching away of the Boys in Blue.

There is much in "Captain Herne, U. S. A." to arouse enthusiasm among—it is a good military play, and the company that Mr. Loreh has with him this time are capable by their good work, in addition to Mr. Loreh's own good work, to add to the pleasure of the audience.

Boone, in the part of the rebel colonel; Percy Morris, the colored maid; Harry W. Pennington, the officer; Col. Boone, the hero, who fought on the Confederate side, while his brother fought for the Union. The play is a good one, and the company is a good one. The play is a good one, and the company is a good one.

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